

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine characterized in that, when the temperature of the catalytic apparatus arranged in the engine exhaust system is higher than a predetermined temperature in a vehicle deceleration, a fuel-cut of the engine is prohibited and a first motor-generator connected with the vehicle drive shaft is operated as a generator that charges an electrical accumulator.

2. (Original) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 1, characterized in that when said fuel-cut is prohibited, said engine operates such that the torque of the output shaft of said engine becomes 0.

3. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 1, characterized in that when said fuel-cut is prohibited, a down-shift of an automatic transmission elevates the engine speed.

4. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 1, characterized in that when said fuel-cut is prohibited, a second motor-generator connected with the output shaft of the engine is operated as a motor to elevate the engine speed.

5. (Original) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 4, characterized in that said second motor-generator uses the electrical energy stored in said electricity accumulator.

6. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 1, characterized in that when an amount of charge in said electricity accumulator reaches a predetermined value, the operation of said first motor-generator, as a generator, is stopped and a fuel-cut starts in said engine.

7. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 1, characterized in that when an amount of charge in said electrical accumulator reaches a predetermined value, the operation of said first motor-generator as the generator is stopped and said engine operates in a condition in which an amount of intake air is minimized but such that said engine is not stopped.

8. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 2, characterized in that when said fuel-cut is prohibited, a down-shift of an automatic transmission elevates the engine speed.

9. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 2, characterized in that when said fuel-cut is prohibited, a second motor-generator connected with the output shaft of the engine is operated as a motor to elevate the engine speed.

10. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 2, characterized in that when an amount of charge in said electricity accumulator reaches a predetermined value, the operation of said first motor-generator, as a generator, is stopped and a fuel-cut starts in said engine.

11. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 3, characterized in that when an amount of charge in said electricity accumulator reaches a predetermined value, the operation of said first motor-generator, as a generator, is stopped and a fuel-cut starts in said engine.

12. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 4, characterized in that when an amount of charge in said electricity accumulator reaches a predetermined value, the operation of said first motor-generator, as a generator, is stopped and a fuel-cut starts in said engine.

13. (Previously Presented) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 5, characterized in that when an amount of charge in said electricity accumulator reaches a predetermined value, the operation of said first motor-generator, as a generator, is stopped and a fuel-cut starts in said engine.

14. (Currently Amended) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 2, characterized in that when an amount of charge in said electrical accumulator reaches a predetermined value, the operation of said first motor-generator as the generator is stopped and said engine operates in a condition in which ~~an amount of intake air is minimized but such that said engine is not stopped~~ the torque of the output shaft of the engine is lower than 0.

15. (New) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 1, characterized in that when an amount of charge in said electrical accumulator reaches a predetermined value, said second motor-

generator connected with the output shaft of the engine is operated as the motor to elevate the engine speed.

16. (New) A device for restraining the deterioration of a catalytic apparatus of an internal combustion engine according to claim 8, characterized in that when an amount of charge in said electrical accumulator reaches a predetermined value, said fuel-cut is started in the engine.